

Report of Survey for Repairs, &c., of Engines and Boilers.

(Received at London Office)

THUR. 16 DEC 1897

Date of writing Report 13th Dec 1897 When handed in at Local Office 18 Port of Glasgow
 No. in Reg. Book. 569 Survey held at Glasgow Date, First Survey 27 Nov 1897 Last Survey 10 Dec 1897
on the Machinery of the Wood, Iron or Steel S. S. "Ruskin" Master McHison
 Tonnage { Gross 2392 Net 1552 Vessel built at Middlesbro By whom Sir Raylton Dixon & Co When 1890 5
 Registered Horse Power 228 Engines made at Richardson's HPL When 1890 Boilers, when made (Main) 1890 (Donkey) 1890
 No. of Main Boilers 2 Owners Messrs A Holland & Co Port London Voyage Buenos Ayres
 No. of Donkey Boilers 1 If Surveyed Afloat or in Dry Dock both, Meadowside dry, and Terminus, afloat Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).
 Steam Pressure—160 in Main Boilers
80 in Donkey Boilers

Last Survey No. PortParticulars of Examination and Repairs (if any) S.S. N^o 2.

(Periodical Surveys, when held, must be reported in detail and serialim in the terms of the Rules. State clearly the cause of Repairs, if any, and, in detail, the nature and extent of Examinations and subsequent Repairs. Repairs on account of Damage (the cause of which must be stated) should be separated from Repairs due to other causes; and besides being detailed in the body of the report, should be briefly summarised at the end of the report. State also the dates and initials of any letters respecting this case.)

Did the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? yesDo. " Donkey " " " yesIf this was not done, state for what reasons? -And what parts of the Boilers could not be thus thoroughly examined? -Also what special means, in the absence of internal examination, were adopted by the Surveyor to assure himself of the thorough efficiency of those parts of each Boiler? -Did the Surveyor examine the Safety Valves of the Main Boiler? yesAt what pressure were they afterwards adjusted under steam? 160 lbs.Did the Surveyor examine the Safety Valves of Donkey Boiler? yesTo what pressure were they afterwards adjusted? 80 lbs.Has the propeller shaft been drawn and examined at this time? yesIf spare propeller shaft fitted, state whether new? -If the Survey is not complete state what arrangements have been made for its completion and what remains to be done? -

Main Engines; Cylinders, pistons, valves, air, circulating, feed and bilge pumps, with their valves, sea connections, propeller, screw shaft, crank shaft, and tunnel shafting—all opened up for examination. Two new rambottom rings fitted to high pressure piston, a new intermediate valve face and valve planed. High and intermediate slide valve spindles skimmed in lathe, and new neck and gland bushes fitted, new white metal fitted to high pressure guide slipper, new white metal fitted to high pressure crank pin brasses, new top brasses fitted to high and intermediate—eccentric straps. A new length of Main Steam pipe fitted, the same was tested by hydraulic pressure to 320 lbs per square inch, Main feed pipe repaired. A surface mark found in N^o 6 Main bearing, also a mark in N^o 3 Tunnel-bearing, neither affecting the efficiency of the shafts. Screw shaft down in wood $\frac{1}{8}$ ".
Main Boilers, examined in all their parts and found in good condition.
Donkey Boiler, examined, and found top row of steam space stays wasting but still good for pressure. All plain tubes renewed in donkey boiler.

General Observations, Opinion, and Recommendation:— The machinery of this vessel

(State clearly what alteration, if any, is suggested to be made in the existing classification of the vessel's machinery in the Register Book, consequent upon this survey, and also any alteration required to be made in the records of the vessel's machinery, boilers, working pressures, &c.: thus, for example, B.S. 9,95, B.&M.S. 9,95 or L.M.C. 9,95, 140 lb., F.D., &c.)

is now in good and efficient condition, and eligible in my opinion to have the notation, L.M.C 12.97. marked in the Register book.

Office or Registration Fee (per Sec. 27)..... £ : :
 Survey Fee (per Section 28)..... £ 5 4 10 "
 Special Damage Fee (per Section 28)..... £ : :
 Travelling Expenses (if chargeable)..... £ : :

Fees applied for

13/12/97

Received by me,

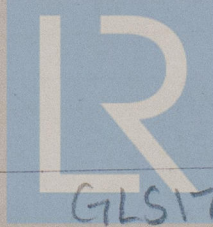
22.12.97

Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.

*State if Certificate is required.

FRI, 17 DEC 1897

Committee's Minute

Assigned L.M.C 12.97

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Lloyd's Register

GLS179F0082

Screw shaft examined one length of main
steam pipe new. & a number of main
repairs to engines. Dryly Boiler plain
tubes renewed.

N.B.—If this Report is copied by Copying Press, especial care must be taken that the copying paper is not so much damped as to spread the ink, or cause it to show through to the other side.

It is submitted that
this vessel is eligible for
THE RECORD.

L. H. C. 12,97

LS
14/12/97

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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Foundation